

MY ASSOCIATION WITH UTAH LAKE  
including a  
CIRCUMNAVIGATION THEREOF, ca. 1921

ELTON L. TAYLOR



and to Uncle Ashted Taylor's farm in the River Bottoms and later to our Lake Farm, also our trips to the mountains and our summer home at Wildwood in Provo Canyon. Then not least of all, our enjoyable rides and trips to Utah Lake.

#### MY ASSOCIATION WITH UTAH LAKE

Utah Lake has played a most important part in my, Elton L. Taylor's life. My earliest recollections of it were the "drives" with our father Arthur Nicholas Taylor and our mother Maria Dixon Taylor, which our family made to it in our beautiful, two seated family carriage called a "surrey" in those days. (Yes it had a "fringe around the top"), after the wheels, shafts and body of it had been thoroughly washed and polished to a high degree, (as I recall, the body was painted with a shiny black enamel with brilliant red wheels which had solid rubber tires) The seats were covered with padded plush material. The buggy was drawn by a spirited "harness-type horse", of which father always had one. In those days nearly everyone in Provo had barns and corrals in the rear of their homes where their livestock, including their riding and driving horses were kept.

One horse I especially remember was named "Mandane". She was a beautiful "trotting mare" full of "spirit" yet well trained and always under control. We boys assisted in the feeding, currying of her, including the cleaning out of her stall and putting clean straw back in.

These "buggy rides" were nearly all taken in the evening or





on Saturday. The course to the lake always followed the same pattern. We drove straight west on Center Street until we reached the south bank of the Provo River, then continued along a winding road until we reached the mouth of the river (immediately south of the present Utah Lake State Park). There we turned south traveling a graded dirt road which had been built on top of a sand ridge on the lake front. This ridge, I was told later by our geology teacher, was the remnant of an ancient "barrier beach" deposited by a receding Utah Lake. On the left was an arm of Utah Lake called Smith Lake. On our right was the main body of Utah Lake. Along the road we crossed over two wooden bridges over two channels connecting Smith Lake with Utah Lake. One channel was called by the 'old timers', "Mud Hen Gap", the other "Smith's Channel".

Soon we arrived at the Provo Lake Resort which had been built on the edge of the lake where the shore widened out onto the continuing ridge, onto what was called "Snail Island". The resort included a large dance hall or pavillion, a large hotel which provided facilities for overnight lodging and eating and food services. There were also bath houses where swimming suits of the modest style, the sleeves extending to the wrists and the legs extending to the ankles, with towels which were also available. There was also a saloon, a boiler house, which provided not water and furnished steam for an electric power plant, as electric lights were available to all buildings.

This had become one of the most popular pleasure resorts in



Utah. A small narrow gauge railroad had been built by the Provo City Railway Co. in 1893 and ran until 1899. It ran down North Academy (now University Avenue) to Center Street, then westerly in the middle of the streets to the Provo Lake Resort on the shore of Utah Lake. It was pulled by "Puffing Billy", a small steam engine which frightened the horses on the street sometimes jumped the track and was often stopped by cows on the track. Business on it boomed in the summer, when the sweltering Provo residents sought relaxation at the beach, but the rest of the year business lagged. A low wooden pier had been built from the bath houses extending into the deeper lake water providing easy access for the bathers. This part of the lake had a hard sandy bottom and as Utah Lake is a comparatively shallow lake, the water warmed up quickly to a comfortable temperature for bathing. The Utah Lake bathing at that time was a delightful experience. The present Provo Municipal Airport is located on the site of the Provo Lake Resort.

On our return trips home we followed closely the route taken today from the airport, back to Center Street, then eastward and north to our home on Fifth West. Usually, we younger ones were asleep by the time we reached home.

At that time there were no paved roads, most of the roads we traveled were dirt or gravel graded roads. These roads, when dry, became very dusty. It was an unpleasant situation to travel them, especially when in a nice, "open rig", all dressed up in our "Sunday best". To combat the dust nuisance, Provo City, at





regular intervals along the road, had developed artesian flowing wells. By each of these wells they erected a wooden platform about eight or ten feet in height. On top of these they installed circular, thin metal tanks. The pressure from the piped water wells was sufficient to fill the tanks. A large pipe with a valve was installed at the base of each tank. Provo City owned several horse drawn wooden sprinkler wagons. These had oblong shaped, cylindrical wooden stave tanks mounted on them with an opening in the top to fill and a pipe sprinkling frame attached to the rear of the wagon from which the sprinkling operation could be controlled, from the driver's seat. This abated the dust problem, as the roads were usually well sprinkled when and where the traffic required it.. many of these wells ~~were~~ still flowing today, the water being used for lawns, gardens, farms and for watering livestock.

#### THE HILLCREST FARM - OUR SWIMMING

Later, when we still owned "the Hillcrest Farm" in the Grandview area, father engaged a man to supervise and operate it, Roland Snow, who, with his wife, Luella Knudsen Snow and their family lived on the farm the year around. Father, though always engaged in the furniture business, retained this farm "for the benefit of his sons", even in the years when it did not make good financial returns. He said it would "keep us off the streets", "build strong bodies" and "teach us how to work".

He arranged for us to go to the farm, about three miles from



"Acretian", only a quit claim deed could be given for it.

During the dry seasons when the lake was low, we farmed this land. The vegetation on it, mostly bullrushes, cattails, wiregrass was mowed with a horse drawn mower. What could be used was hauled and stacked as "wild hay", to be fed later to our "dry stock". The vegetation not hauled was burned. The land was then plowed, most of it with a three head team of horses pulling a riding "sulky" plow, later with a used crawler type "Cleveland" gas powered tractor, which father had purchased from a man in Heber.

The plowing proved to be a heavy, difficult job with the tough saltgrass sods and the matted, tangled tuberous roots of the cattails and the bullrushes. It also took much hard, slow labor to disc and prepare a seedbed for cropping. We raised sugar beets, oats and barley and some corn. Most of the ground was fertile with lake and river deposited silt and we got good production from it.

With the seasonal fluctuations of the lake, father conceived the idea of building a dike on the lakefront to hold the highwater of the lake back.

#### SKIPPER BAY DRAINAGE DISTRICT

In the summer of 1919, Arthur N. Taylor had met with adjoining land owners and proposed that a drainage district be organized which would include the building of a dike on the lakefront of "Skipper Bay".



Note: Some of the "old timers" gave their idea of how this area got its name. They stated that in periods of high water, this arm of Utah Lake would be covered with several feet of water and was used by fishermen with their boats in their fishing operations. This was especially the case of a Scandinavian fisherman called "Skipper Larsen", who owned a sail boat with which he entered this bay as he returned to shore from his fishing activities on the main body of Utah Lake. He sailed his boat to a high bank on the northeast shore of this bay where he tied it up near his dugout on what is now part of our farm. Hence it was natural that this bay be given his name, "Skipper Bay". End of note.

The majority of the landowners favored Arthur N. Taylor's proposition that a drainage district be organized and suggested he lead out in the organization of such a district. Accordingly, a meeting was called and held in a one room screened cabin belonging to George Madsen situated within the proposed district on the bank of the Provo River.

Andrew Johnson, one of the landowners, was the election officer. The voters unanimously approved the creation of the district and Arthur N. Taylor was elected as President and Chairman of the Board of Supervisors and John D. Dixon, Treasurer. An application was made to the State of Utah and the Utah County Commissioners to organize "Skipper Bay Drainage District", which was approved September 16, 1919. In the application, as recorded in the Utah County Recorder's office,





September 16, 1919, Entry No. 8262, the following is quoted:

The purpose of the project was to benefit the land three times the cost of its construction. It was proposed to build a good and sufficient dyke along the front of Utah Lake, to hold out the waters of the lake with an open drain on the land side. Estimated cost of the project \$15,000.00 (it cost considerably more than this before its completion). Area 602.24 acres, more or less.

Bonds were issued and sold to a group in the Northwest to finance the project and preliminary surveys were made. Scott P. Stewart was engaged as surveyor and engineer (he later worked with the State Engineer's Office). My brothers Henry D., Clarence and myself worked as "rodmen", carrying the "targets", beating down cattails, rushes and weeds so that lines could be "shot" and levels established.

The survey being completed, actual construction of the work began in the summer of 1920. W. O. Creer of Wasatch Construction Co. was the contractor. A dragline was used to do most of the work. Mr. Creer's son Lenn and his son-in-law, Ray Dabbling were the operators.

A dirt dike was built on the west, on the lake side of the project, extending north from the mouth of Provo River to the green knolls on the L. L. Bunnell and Cherry Hill Dairy property. The dirt and muck for the fill was taken from the land side, leaving a large open drain ditch or moat from which the water was pumped into the lake.

A large open ditch or drainage canal was excavated on the east of the project just under the bank of the higher ground to the east. This extended westward to the main body of the lake.



It diverted water from drain ditches and springs which formerly flowed into the bay.

A large stationary gasoline one cylinder Fairbanks-Morse engine, with enormous flywheels by which it was cranked, furnished the power for the centrifugal pump which was used to lift the water over the dike into the lake. The pump was connected to a pulley, bolted on the flywheel of the engine with a flat composition rubber belt about eight inches wide. Ray Brown was hired as the operator of the engine and pump. He pitched a tent on the top of the newly built dike on the lakefront in which he slept and cooked his meals. He was on the job around the clock, twenty four hours a day. He was hard of hearing so the continuous loud noise of the engine did not seem to bother him. With the rise of the water of the lake due to unusually heavy spring storms and heavy snow melt into the mountain streams and rivers flowing into the lake, the constant operation of the pump made it possible to keep the water off the farm land on a level nearly four feet below the elevation of the lake.

In the early spring we had planted crops on the east side of the dike, on the lands we had now drained. We planted sugar beets, barley, oats and some alfalfa. On the balance of the land we planned to cut the wild or native rushes and grass for "rough" hay using the balance of the land for pasture. The crops we had planted came up well and gave promise of a good harvest in late summer and fall. But in late spring, Utah Lake rose to one of



its highest levels. The Provo River reached flood stage, overflowing its banks in many places. This was at the time before Deer Creek Reservoir had been completed with the later dredging of the lower Provo River.

The high waters, driven by heavy winds, began cutting into our earthen dike on the lake front. To protect it from the wave action, we drove sharpened posts or pilings in front of the dike on which we stretched wire netting or metal fencing. We then placed rotted baled hay and straw behind this and then placed willow branches and brush on top of this. This brush we cut along the south side of the mouth of Provo River, hauling it on the surface of the lake on fishing barges, generously provided by George Madsen to place along the dike where it most needed protection. This controlled the wave action from cutting into the dike.

By this time the melting snows in the mountains had swollen the Provo River to the point where it began breaking over its banks onto our farmlands. We hauled sand bags and put them into the breaks along the river banks until we thought we had it licked. Then one morning about 4 a.m., word came that the river was breaking through just below Charlie Madsen's home. We hurried down there and attempted putting sand bags in to the break. In agony we watched the sand bags carried away like straws by the rushing torrent. Someone suggested we put the running gears of a farm wagon into the break and after anchoring it to a tree upstream, by putting planks in front of the wheels,





it would break the force of the water so that our sandbags would hold. Father, who was there, looked at me and then at the tree upstream. He said, "do you think you can make it?" I replied, "I'll try." Coiling a long rope around my waist, I waded and swam in the icy cold waters of the torrent, finally reaching the tree. I let one end of the rope float down to those waiting. They attached a light cable to it, which I pulled upstream and secured it to the tree. The lower end of the cable was fastened to the wagon gears in front of which planks were placed breaking the strong current of the stream which enabled the placing of the sand bags in the break in the levee.

We thought we had won our battle. But a few days later, a surge of floodwaters came down the river breaking through in so many places in the river bank, that it was impossible to control it. With the river water coming in behind the dike and the wave action beating at the front, the earth dike softened and melted like snow in the sunshine, the water on both sides swallowing up our farmlands. It was tragic to ride over our cropland in a boat and see Carp wriggling through our submerged crops.

The stationary gas engine and pump was loaded on barges and towed by way of Smith's Lake up an old river channel to just below Herman Knudsen's dairy barns where they were loaded on trucks and hauled to our place on Fifth West where they were stored and later sold.

After the death of Arthur N. Taylor, his son Henry D. Taylor was appointed as President of the District and after John D.



Dixon died, his son Henry Aldous Dixon was appointed Treasurer of the District. Henry and Aldous contacted the bond holders who were very reasonable in negotiating a settlement in agreement for paying off the bonds. The landowners were contacted, money was collected, the bonds paid off and all liens against the District removed.

### A BRIDGE IS BUILT ACROSS THE LOWER PROVO RIVER

In the early spring of 1921, about the time the dike was completed, Father and Uncle Jim McClellan decided that a bridge should be built across the Provo River near the Gammon Grove. In looking for materials to build it with, Father contacted "Doc" Loveless. He had supplied us with many Locust fence posts which we used in fencing some of our land and pastures. In the fall when the rushes and grass dried, it was often set on fire. The Locust posts, being hardwood, would not burn like the cedar (Juniper) posts.

Note: Dave "Doc" Loveless was one of the early outstanding citizens of Provo. He was the local Veterinarian (horse Doctor) of Provo. He was also Chief of the Provo Volunteer Fire Department which at that time were the proud owners of a shiny coal fired steam "pumper fire engine" which was pulled by three spirited, well-trained horses who were always on the alert when the fire alarm rang. He also was a member of the "Martial Band" and was one of the three "Spirit of '76 Fife and Drum Players" who were always up at the crack of dawn on the morning of the



Fourth of July parading the dusty dirt streets of Provo, playing their stirring martial music. Tunes they played were "Yankee Doodle" and other patriotic music. As they grew older they rode on the back of a flat bottomed truck covering more of the streets of Provo, some of which were paved by that time. End of note.

"Doc" had a farm at about Ninth East and Tenth North in Provo about where the Kiwanis Park is now located. The East Union Canal was<sup>n</sup> the upper side of his farm and many large "Black Locust" trees grew along its bank. He agreed to cut eight of the largest, straightest trees there and haul them to where we were building the bridge.

Before this bridge was built we either had to come down the road on the north side of the river past the "beet slicer" or cross the river in a boat at the south side of the Gammon Grove to get to our farm. Gammon's Grove was a stand of French willow trees which had been planted by Will Gammon who had a fishing camp and resort there. This was later purchased by Frank Eastmond, who had married our Uncle Walter G. Taylor's daughter Clarissa. Frank taught manual arts in the Salt Lake City schools. In the summer he and Clarissa moved to the Grove, living in one of the screened cabins which Mr. Gammon had built. Frank built several wooden rowboats which he rented out to fishermen and bathers. They also had a small store where they sold picnic supplies, pop, candy and ice cream. etc.

In addition to this he had purchased farming land just across the river in partnership with Uncle James F. McClellan who





had married Father's only sister, Harriet C. Taylor.

After operating the resort, a few summers later, Frank and Uncle Walter G. Taylor were given the opportunity to purchase the Geneva Resort located on the north shore of Utah Lake from which the steel plant nearby received its name. Father joined Uncle Jim in buying out Frank's interest ~~on~~ the farm and the resort now called Eastmond's Resort. Frank used this money in making a down payment on the Geneva Resort. Frank and Uncle Walter later sold the Geneva Resort to the Utah Power and Light Co. who considered using it for a site for a steam power plant. With the proceeds from this sale, ~~they~~ <sup>Frank</sup> bought the Saratoga Springs Resort on the lake near Lehi.

After the eight trees, each approximately twenty feet long, were hauled from the Loveless farm to the bridge site, four on each side of the river, they were sharpened to a <sup>point</sup> ~~point~~ on the tips and a metal band fastened around the butts to keep them from splitting when driven as piling. Uncle Jim McClellan had secured the use of an ancient horse drawn pile driver belonging to Utah County from "young" Jim Fisher, a County Road Supervisor, also one of Uncle Jim's close friends. This was pulled down the north side of the river on skids. After the piling had been driven there it was hauled back around and down the south side to the bridge.

The pile driver consisted of a tall wooden frame at the top of which hung a large metal pulley or "shiv", through which was threaded a metal cable. A wooden channel was framed on the inner



sides of the pile driver framework permitting a heavy metal weight to slide up and down. One end of the cable was fastened to the weight, the other end was threaded through a pulley at the pile driver base and then fastened to a "double tree" onto which we hooked a team of horses. The weight was pulled to the top of the frame by the horses after which Uncle Jim would trip it with an attached rope.

This was all done after the pile driver had been moved into the right position to center it over the tree to be driven into the river bank with the heavy weight. In the soft "muck" the piling would go down easy at first becoming harder to drive as it went down into the sand. Several of us were permitted to drive the team but Uncle Jim always supervised the job and tripped the weight. The pilings were placed about six feet apart.

It had been decided that a truss type bridge would be built to span the river. Father, knowing that George Clark had salvaged the materials from the old Provo Tabernacle or Meetinghouse when he had <sup>been</sup> engaged to tear it down and dismantle it and had hauled the materials to his home on Fifth west and Fifth North across the street from the Sowiette Park, approached him about purchasing some of these materials. George agreed to sell Father the building materials he needed. Father bought some of the roof truss and other heavy timbers from him. These were largely made up of rough cut and sawed heavy native lumber, mostly Douglas Fir (Red Pine) which had been logged and hauled from the nearby canyons. This Red Pine was especially noted for its great



tensile strength. Most of the timbers were approximately one foot square.

After these materials had been hauled to the bridge site, two of the best one foot square beams (one for each side of the river) were selected and then placed as plates on top of the pilings which had been driven into the river bank. Two of the roof truss, still in their triangle form, as they had supported the roof of the old Tabernacle, were placed at a right angle spanning the river on top of the plate on the pilings. This was done by using one of George Madsen's fishing barges as a platform. Two of the long roof truss beams were placed on the piling plates equally spaced between them. The bridge was now ready for the decking. We had previously hauled some rough sawed native lumber planks from a sawmill near Heber. These were about three inches thick, a full twelve inches wide and about twelve feet long. These were securely nailed to the girders spanning the river. The top of the bridge truss was now firmly braced to keep them from spreading apart. In celebration of completion, a "jig" was now done on the bridge floor by some of the workers present.

This original all wood bridge was built near where the present cement (Corliessen Bridge) is now situated at the east entrance on Center Street of the Utah Lake State Park. A bridge similar in construction to this bridge is still standing on the south side of the State Park. It is now used for pedestrian use only.





### THE PROVONNA BEACH RESORT

After the dike was washed out by the high water and our croplands were flooded, Father decided that we should capitalize on the disaster and the overabundance of water. We would go into the bathing resort business. We lost no time in proceeding with its establishment. Just west of our farmland, in a crescent shaped area near the mouth of the Provo River, was a beautiful hard bottomed sandy beach as contrasted to the south side of the river where the lake had a muddy bottom. This was before the days of pollution and the swimming and bathing there was delightful. The people of Provo and nearby areas took full advantage of this experience in the summertime, there being few bathing facilities in the near vicinity.

We decided to locate the bathing and boating facilities on part of the remaining dike beginning at the mouth of the river extending northward. This was just a short distance west from where we had built the new bridge. It was located about where the Utah Lake State Park headquarters and skating rink was later built.

Father engaged J. W. Howe Sr., a carpenter, to help build and supervise the work and we began building bathhouses on the lakefront. We located them at the mouth of the Provo River where it empties into Utah Lake, on the north side of the river. This was just in front of a section of the dike which had not been washed out by the high water.

First we drove down pilings. This time we used some of the



largest Locust fence posts. These were also sharpened on the tips then driven into the sandy beach by hand, using a large sledge hammer or "maul". Needless to say, the work developed strong muscles as well as tired, sore backs and many blisters on our hands. The sun was hot with its reflection off the water of the lake and with my light complexion, I was in a perpetual state of sunburning and peeling. After the posts had been driven in to correspond with the level of the old dike, we nailed a "stringer" on top of them the same length the bathhouses were to be. Having put a timber on top of the dike for a plate, we placed four "sleepers" crossways, spanning the distance from the piling to the dike. On this platform we built the wooden frame bathhouses, erected in sections eight feet wide by thirty-two feet long by eight feet high. We used 2" x 6" material for floor joists on top of which we nailed 1" x 12" plain lumber for flooring with 2" x 4" studding which was covered on the outside with shiplap siding. The rafters and roof sheathing were covered with rubberoid composition roofing material. This structure was divided into four small rooms approximately four by eight feet. On the front of each was hung a plain wood door. Nails were driven into the inside walls to provide hooks on which to hang clothing, bathing suits and towels in preparation for the swimming, or in some cases, just plain wading. Needless to say, the bathing suits of that time were very modest when compared to the abbreviated modern "mini" suits and "bikinis" of today. Most of them for both men and women were two piece suits, some of the



older women even wearing bloomers and stockings.

We also built a narrow wood pier extending from the bathhouses to the deeper water to which small boats could be tied. We now purchased bathing suits and towels for rental. One of us would be posted at the river bridge and as the bathers in their cars and buggies drove across the bridge we would sell them a beach ticket for \$.15 entitling those with bathing suits under their street clothes to use the sandy beach on the lakefront for swimming. To those who wanted to use the bathhouses, we would rent this facility to them with a suit and towel for \$.35. We gave the resort the name of "Provonna Beach Resort". In the grove by the river bridge we used one of the cabins for a store where we sold "pop", candy, crackers, cheese, lunch meats and on special days, ice cream and cones. Most of the business was done in the afternoon and evenings. Henry D. and myself were given charge of the operation with all members of the family participating, which included Clarence and Alice who sometimes brought Ruth with her. Mother helped at times and of course, Father directed the operation, seeing that things ran smoothly. It was indeed a "family affair."

In the evenings after the bathers finished swimming and returned to their homes, we boys would sweep the sand out of the bathhouses and make ready for business the next day. We always finished up with a dip in the lake in the dark, wading and swimming until we were well over our heads in deep water and then we would swim back to shore. I think this was the period of our



lives when we were in our best physical condition. Swimming was great healthful exercise. Those of the family returning to town would take the wet bathing suits and towels with them where Mother would see that they were washed and "cloroxed". Those of us who stayed, slept in the screened cabin in the grove.

We worked all summer and took in enough cash to pay for the boats we had built and bought, also to pay for the suits, towels and materials for the bathhouses, pier and other construction but we received nothing for our labor. However, we figured that with all material expenses paid for, we would bring enough revenue in the next year to pay for our labor. However, "Mother Nature" had a different idea.

The next spring, when the ice broke up on the lake, the northwest winds especially, with tremendous force, piled the ice up in great piles where our bathhouses stood. They were completely flattened out, some floating into the lake where they were retrieved with the use of the Madsen fishing barges. they were towed to the shore and the salvaged material stacked along the river bank.

Later in the spring they were reassembled, this time mounted on skids and pulled onto the sandy beach in front of the resort. As the lake waters receded, they were pulled towards the deeper water where they were again used by the bathers.

A dance hall with hardwood floor was later built and added to the operation. Also, a dining pavillion and new store. This enterprise was later leased and operated by other people rather





than our family and continued its operation for several years.

Eventually it was taken over and operated by Provo City as "The Provo Boat Harbor" and following this was later deeded to the State of Utah, who turned its supervision to the Division of Parks and Recreation who are still operating it today as "Utah Lake State Park. Great appropriations have been made with large grants from the Federal Government in improving the facilities there making it one of the finest recreation areas in the State.

THE FIRST DAM IS BUILT ON THE JORDAN RIVER  
UTAH LAKE DEVELOPED AS A RESERVOIR FOR SALT LAKE COUNTY  
AND SALT LAKE CITY AS A SOURCE OF IRRIGATION WATER

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Prior to 1872, when the settlers of Salt Lake County first diverted the water of the Jordan through their canals onto their farms, they looked upon Utah Lake, the source of the Jordan, as their reservoir. Apparently there were no protests made to this view. But in 1872, when they proposed to put a dam at the head of the Jordan to raise the level of Utah Lake and hold the water there until needed, there was an outcry of protest from the farmers of Utah County who lived and farmed around the shores of Utah lake.

From 1872, for a period of about twelve years, there ensued suits and litigations, counter suits and strongly worded accusations and angry denials, at least in one case, physical action was taken. The Utah County landholders claimed damages of \$8,000.00 to \$16,000.00 and commenced legal proceedings in the District Court at Provo.



and drinking water and irrigation water.

### A BOAT IS BUILT AND WE CIRCUMNAVIGATE UTAH LAKE

While we were still farming our lake farm, before the  
 (?) Maybe year of flood, 1920 or 21,  
 Skipper Bay Dike was built, I contacted Charles Madsen, whose  
 farm joined us on the west. I asked him if he would build a  
 rowboat for me to which he agreed. Arrangements were made for me  
 to do work on his farm with our team of horses doing plowing and  
 harrowing preparatory to planting. This work was to be done in  
 exchange for his labor in building the boat.

He engaged his brother James Madsen who worked with him in  
 his fishing operations to assist him.

I purchased the needed boat building materials which he  
 asked for. Father helped me pay for these materials.

The farm work on the Madsen farm was started by me and they  
 began work on the boat. When completed, it was approximately  
 twenty feet long and about four feet wide in the midsection. It  
 had a small deck on the pointed prow and a larger deck on the  
 square stern of the boat with a heavy wood bracket on the end of  
 the boat on which an outboard motor could be attached. It had  
 two narrow seats evenly spaced across the middle of the boat. On  
 the sides of each were the oarlocks to hold the wooden oars with  
 which the boat could be rowed.

When completed, Father asked William D. Norman, a skilled  
 Norwegian painter who worked with Father in our furniture store  
 in Provo, if he would paint it for us. Will was happy to do this



and did a superb job on the painting, even wood graining the decks and seats. The boat was painted white with red trim on the mouldings. On both sides of the bow he lettered the name we had given her: "The Maid Of The Mist", in contrasting black color. I named the boat after the sturdy craft which took excursionists on the Niagara River to the foot of those spectacular falls. Mother and Father had taken this trip and I was always impressed with their story of this experience.

For some time I had been trying to save money to purchase an outboard motor. Though still short of enough funds to pay for one, Father helped to make up the difference needed and the purchase was made of a small 1 1/2 H.P. Evinrude outboard motor. It had a small fuel tank, through which the drive shaft extended, having the propellor on the lower end of the shaft with the flywheel, with its enclosed Magneto and ignition parts at the top of the shaft. A handle or tiller was attached at right angles to the shaft with a rod extending to the propellor where the rudder, a part of the frame, steered the direction of the boat as the tiller was moved.

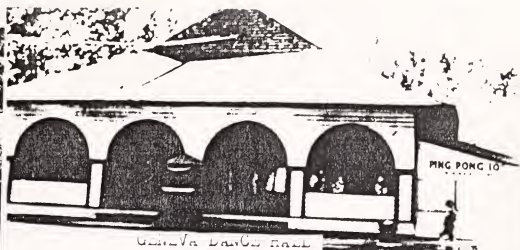
Also fastened to the shaft was a small water pump which provided water for the cooling system of the motor. The motor was cranked with a knob fastened to the flywheel.

In addition to <sup>our</sup> own family, I took many groups of friends and others on trips up the deep water of the river and out on the main body of Utah Lake. An enjoyable trip was up the river to the shallow water to "The Crossing". This was especially enjoyed





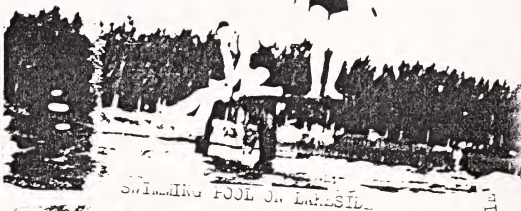
THE GENOVA HOUSE



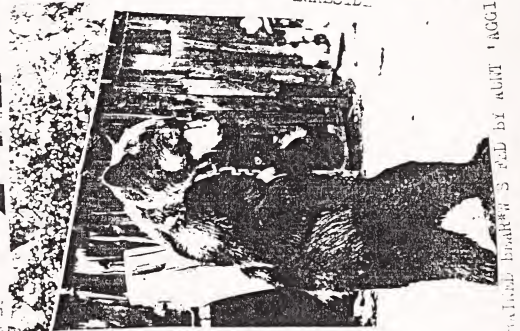
GENOVA DANCE HALL  
GENOVA DANCE HALL 1921



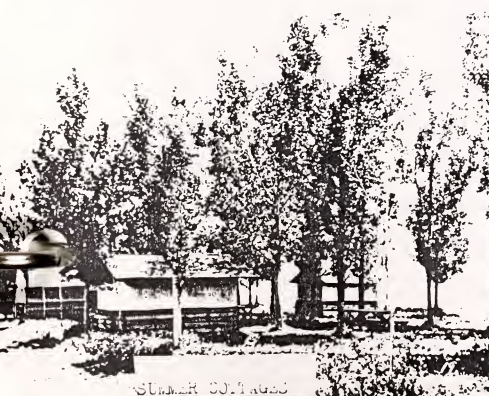
GENOVA DANCE HALL LEFT \* BATH HOUSES RIGHT



SWIMMING POOL ON LAKE SIDE



TRAINED BATHING SELL BY ADULT 'ACOLE



SUMMER COTTAGES



GENOVA HALL G. TAYLOR-CO-OWNER







in the spring when the wild roses along the river bank were in bloom. Later, when I was courting Ethel, these were romantic trips. However, she did not like to go on the lake, especially when it was rough.

Shortly after I acquired the boat and motor, J. W. Howe, Jr., who worked with Father at our store expressed the desire to make a trip around the lake. I readily agreed to take him on this trip in our boat.

*Summer of 1921*

We left the mouth of the Provo River and headed north along the east shoreline. Our first stop was at Powell Slough near Vineyard. It is now<sup>a</sup> State Bird Refuge. Going north again we soon came to the Geneva Resort which we visited briefly.

#### THE GENEVA RESORT 1888-1935

Development of the Geneva Resort, which was to become one of the most popular recreation places in Utah, dates back to March 26, 1888 when Captain John Dallin bought the 10 acre tract on the east shore of Utah Lake for \$200.00. He planted fast growing Poplar trees on this site, drilled an Artesian well and built a small home there.

by 1893, boat docks and bath houses had been built on the lakefront and a hotel, open air pavillion and a saloon had been erected. He gave the name Geneva Resort to this undertaking in honor of his daughter, Geneva Dallin. Prosperity and activity at the resort followed closely the level of Utah Lake. Business was



good when the lake was high, poor when the lake receded to a low level.

During periods of its greatest activity as many as four special excursion trains could be seen on the adjoining Geneva Spur of the Denver and Rio Grande railroad. These trains originated at Ogden and Salt Lake City on the north and from Provo, Eureka, Manti and Nephi on the south. Family outings, with competitive sporting events were very popular.

In 1907 Captain Dallin sold the resort to a group of Salt Lake businessmen called the Utah Lake Club. They planted more trees, drilled more Artesian wells, made picnic areas and built a baseball diamond. Weekly dances were held and many small cabins were built to accomodate guests at the hotel, and for the many fishermen and sportsmen who used the resort as a base for their activities. A large motor launch was used for carrying passengers by water around and across Utah Lake.

The activities and popularity of the resort rose and fell with a succession of owners and operators which included Jack Westphall and Levi Carpenter, also Charles C. Rasmussen and later Thorit C., Leonard R. and Wallace S. Hebertsen, who continued to operate it until it was sold to Frank H. Eastmond and Walter G. Taylor in 1923.

The Eastmonds and Taylors immediately began extensive remodeling and rebuilding activities of the resort which had become in a rundown condition. Acres of lawns were replanted, the buildings were repaired and repainted a gleaming white.



Fountains were built, flowerbeds planted and gravel walkways built. A playground was installed along the lake shore, playground equipment, including swings, slides, tricky bars, teeter-totters and even a small zoo with a large bear was a featured attraction on the grounds near the hotel. A large heated swimming pool was built near a steep embankment fronting the lake. The dance hall was enlarged and a fine hardwood floor installed with an outdoor addition to care for the overflow crowds. Large well known orchestras were brought in to furnish the dance music and patrons from the nearby communities and distant parts of the state attended the dances.

In 1928 Frank Eastmond purchased the Saratoga Resort near Lehi and continued to manage both resorts until 1935 when the Geneva Resort was sold to the Utah Power and Light Company as a potential site for a steam power plant. Shortly after this, the buildings were torn down and removed leaving only the grove of Poplar trees and field where the former lawns existed.

Today Lindon City has been developing a Marina and boat launching facility under the high bank on the lakefront, west of where the beautiful resort formerly was located.

#### AMERICAN FORK RESORT

Again boarding our boat we continued our trip, traveling to the west as by now we had reached the north shore of Utah Lake. After traveling about three miles we came to the American Fork Resort, located at a point where the American Fork River joins



Utah Lake.

This resort was established about 1892 and was later operated on a limited basis until in the 1930's. Originally it had a large dance hall, pool hall, piers, picnic facilities, cafe and bath houses. A large grove of trees surrounded it. Being on the extreme north end of the lake, it had an imposing view of the entire lake to the south. It was very popular and was patronized largely by the residents of north Utah County and during its peak did a thriving business. When we visited it, of the former larger buildings, only the dance hall, bath houses and piers remained.

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#### LEHI-JORDAN RIVER PUMPING PLANT

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Resuming our trip westward for a short distance, we arrived at the Jordan River Pump Station. This is located on the outlet of Utah Lake where it flows into the Jordan River on its course to the Great Salt Lake. Here a dam has been built across the Jordan River with a large pumphouse building on top. The pumps are not used when the lake reaches a level where its waters will flow by gravity into the river. When it drops below this level, the pumps are put to work lifting the lowered lake water into the river. This station is operated by the five associated canal companies of Salt Lake County. It is diverted by their Turner Diversion Dam about eight miles to the north at the Point of the Mountain Jordan Narrows, into canals on both sides of the





river for the irrigation of farms and industrial use in Salt Lake County.

Now with the dredging of the Jordan River, the removal of the Old Indian Ford at the Jordan Narrows and the construction of a new adjacent dam on the Utah Lake outlet, this facility will only be used in an emergency.

At the pumping station we met Mr. W. A. Knight, the caretaker and operator of the plant. He and his family lived in an attractive red brick building near the plant. Mr. Knight courteously conducted us through the plant and explained its operation. He also showed us the red sandstone monument marking the agreed upon Compromise Mark of 1885.

Leaving the Knights, we now traveled in a southwesterly direction in our boat and in a very short distance arrived at the Saratoga Springs Resort.

#### SARATOGA SPRINGS RESORT

The hot springs here is located on the site of an early Indian fishing and campsite.

In 1862 a young Austrian painter built a small cabin near the springs. He planted some apple trees here and watered them from the spring water. This also became a favorite picnic place for some of the early settlers in that area.

The ground and springs were acquired by John Beck in the early 1870's. His was a colorful and remarkable lifestory. He was born in Germany, March 19, 1843. He came to Utah in 1861.



In great poverty he went to the Tintic District about 1870 and started prospecting for ore in a very unlikely area for which he was nicknamed "The Crazy Dutchman" by the miners there. But with stubborn German patience he continued his search for the precious metals. His efforts were rewarded when, in 1870, he struck a rich lode of ore which was later developed into the fabulous Bullion-Beck Mine. He became a multi-millionaire and by 1899 he was paying over two million dollars a year to his stockholders.

Remembering his early poverty, he was generous in sharing his wealth with others for which he was often taken advantage of especially by some whom he thought were trusted friends. He made and lost several fortunes but with dogged determination, was able to regain it and eventually become a wealthy man again.

He began developing the Saratoga Hot Springs into a famed Spa and bathing resort. He named it after the famous Saratoga Springs in New York State because of its similarity to those springs. At first he called it Beck's Hot Springs (not to be confused with the Beck Hot Springs in North Salt Lake which he also owned). This development began about 1870.

He sold the land and resort to the Utah Sugar Co. (predecessor to the Utah Idaho Sugar Co. in 1870. Ed Southwick was in charge of the operation for a few years. Later, the Austin Bros. of Lehi operated it in connection with the large ranch owned by the Sugar Co. on which one of the principal crops



raised was sugar beets which were hauled to the sugar factory in Leni, one of the Pioneer plants in the sugar industry.

The Austin Brothers operated the resort and farm until 1916, when they purchased it from the sugar company. They continued to operate the resort for ten years when they sold it to Frank H. Eastmond in 1926.

Mr. Eastmond began immediately to make many improvements. Among other things, Mr. Eastmond installed one of the finest and most modern filtration and chloridation systems in the state. He often boasted that "Saratoga's swimming water is more fit to drink than Salt Lake's drinking water." He adopted safety measures which resulted in the resort operating for over thirty years without a single drowning.

A large dance hall had been built and regular dances, using some of the most popular orchestras in the state were held, drawing large crowds, many from great distances. By 1953 Mr. Eastmond's health began to fail and the management of the business was turned over to his sons. In 1961, Frank H. and his wife Clarrissa Taylor Eastmond were killed in a tragic automobile accident in the Death Valley, California area.

Eventually a son, Mick took over the management of the resort and by 1966 the resort featured 30 midway rides and games, four natural warm springs swimming pools, an arcade, a miniature golf course, a boat harbor on Utah Lake, lake cruises and food and eating facilities.



In 1968, a disastrous fire destroyed the large wooden buildings covering the dance hall and indoor swimming pool. They were replaced by more modern facilities, including a giant water slide, 350 ft. in length and three stories high using a pumping system supplying the hot spring water at the rate of 2000 gallons per minute.

Saratoga Springs Resort still operates today as one of the most popular pleasure and recreational places in the State of Utah.

#### THE SOUTH SARATOGA PUMPING PLANT

Leaving Saratoga, we continued to travel south for about two miles where we came to a pumping plant operated by the Provo Reservoir and Utah Lake Distributing Co. This was a high lift hydro-electric facility used to lift irrigation water from Utah Lake to the higher farming lands on the west side of the lake. Will Howe, remembering that this was where Beaulah Keeler McAllister was living, her husband being the operator of this station, we decided to visit them. We pulled our boat onto the shore near the plant where we tied it up and climbed a steep path to their living quarters. At this point the land rose abruptly to a higher elevation on the west side of the lake. This area was also one of the deepest points of the lake, one of the reasons the pumping plant was located here. Beaulah greeted us warmly. She and Will had gone to school together in Provo, they being close neighbors. The Keeler family had also been close





friend of the Taylor family. She insisted that we have dinner with them, an invitation we gladly accepted. Her husband took us on a tour of the plant. The water here was lifted to a high level onto lands on the west of the lake which are very fertile having exceptionally good drainage. At that time, the distribution canals ran in a northerly direction. Since the abandonment of this plant, the water for these canals were pumped from the Jordan River at the Jordan Narrows with some water coming through a huge siphon from a highline canal which has as its source the Provo River. The force of this water from the piped canal at the Point of the Mountain, through the metal siphon which goes under the Jordan River, lifts the water by gravity to the canals on the west side of the river. The flow of the water from these canals has now been reversed as they now run in a southerly direction. The force of the siphoned water at the river operates a pump which lifts additional irrigation water to the higher canals. These facilities are close to the present

~~Camp Williams, Utah National Guard Base.~~

#### PELICAN POINT - THE CEDARSTROM RANCH

Saying goodbye to the McAllisters, we got into our boat and continued to travel southward for about three miles when we came to Pelican point. This is the most easterly projection of the shoreline into Utah Lake. Here was located the Cedarstrom ranch, a cattle and sheep operation consisting of a stone dwelling house, with barns, sheds and corrals with arid grazing lands



nearby all being used in the raising and feeding of sheep and cattle. Many sheep were sheared here after early spring lambing.

This area was also used as a base for the Holmstead family of American Fork in their commercial seining and fishing operation.

Nearby is a quarry where calcite and limestone is mined which, when crushed, is used as "scratch" in the poultry industry. It is also powdered into "rock dust" and used for spraying the black walls of coal mines, sealing off coal dust to prevent mine explosions and to prevent scaling on the sides of the inside coal mine walls.

Boarding our boat again we continued our journey southward soon arriving at Mosida.

#### MOSIDA-BY-THE-LAKE 1907 - 1918

When Will and I visited Mosida, the pumping plant was still in operation. The large brick hotel was still standing though now unoccupied. Being late afternoon, we decided to stay at Mosida for the night. We met the pump operator and caretaker there and he gave us permission to take our quilts and blankets and bed down for the night on the bare floors of the vacant hotel. The water was now being pumped from this part of Utah Lake, as the Goshen Bay area was being used to irrigate only a part of the former large project. The remaining crops produced consisted only of alfalfa and grain.



There were no homes or farm buildings still standing, however, there still were many dead fruit trees in place, stark evidence of the flourishing ambitious project which was not deserted.

One of the most ambitious development projects on the shores of Utah Lake was started in 1907 when land about twelve miles north of present day Elberta, Utah was acquired by the Curtis Brothers for the establishment of a rich farming community.

This was later taken over by others who formed the Mosida Fruitlands Company. The name Mosida was taken from the first two letters of the names of three of the most prominent founders, Morris, Simmons and Davis. A pumphouse was built on the edge of the lake to lift water from Utah Lake to irrigate higher land on the west side of the lake. This was a part of the lake known as Goshen Bay.

By 1910 several hundred acres of land had been cleared, plowed and leveled and then orchards planted with mostly apple and peach trees. The land was then plotted off in parcels and offered for sale. Investors and prospective buyers, mostly from the midwest and other parts of Utah were given a "grand tour" of the project by the promoters with accompanying "spiels" extolling the virtues of the land, the wondrous scenery, the delightful climate, suitable for fruit raising and the availability of the land and water at decent prices. All in all, it was lauded as a wondrous "mountain retreat".



Besides the large pumphouse, a schoolhouse, post office and some substantial dwelling houses were built. A cement dock on the lakeshore was built and a large barge was built and anchored there. It was used to haul supplies and passengers from across the lake at Provo and sometimes even dances were held on it.

By 1912, 50,000 fruit trees had been planted and 50,000 bushels of grain had been harvested. A large plush hotel had been erected near the shore with excellent accommodations for tourists and prospective buyers adding to the attractiveness of "Mosida-By-The-Lake". Eventually the community had a population of over 400 people.

A series of unforeseen circumstances caused the demise of this project, some of which was <sup>the</sup> low water level of the lake, high pumping costs, alkaline condition of the soil causing most of the fruit trees to die, most of all, over promotional promises causing the project to "go sour". The company went into receivership and by 1917 most of the people had left.

The next morning, after cooking a light breakfast in the now unoccupied Mosida Hotel, we clamped the Evinrude outboard motor to the stern of the "Maid Of The Mist" and continued our voyage southward through the Goshen Bay - the most southern arm of Utah Lake soon reaching the south shore of the lake where we could see the town of Goshen, Utah. We continued eastward and then turned north along the shoreline of the West Mountain, soon reaching the point where its north shore projected into Utah Lake at Lincoln Beach.





LINCOLN BEACH RESORT

We pulled our boat up on the shore and walking around, found cement foundations of buildings of what had been a resort with swimming pools using water from hot water springs coming from underground fissures in the lake bottom. All activities had been abandoned several years before.

A short distance offshore we could see a small island - Bird Island - with its rocky reef extending southward. This island was a favorite nesting place for wildlife waterfowl, especially Sea Gulls and Pelicans.

Again boarding our boat we continued our trip in a  
northeasterly direction. We soon came to the "Big Channel",  
where Provo Bay joins the main body of Utah Lake. This is near  
where the Spanish Fork River enters Utah Lake. As we started  
across the channel, a sudden squall came up on the lake. The lake surface became rough, with large whitecap waves on it. We tried to quickly get to the nearest shore which was the south tip of "Snail Island". Upon reaching it we drove the boat up onto the sandy beach where I attempted to unclamp and take the motor from the boat, while Will Howe pulled the boat up higher onto the shore. A big wave came up at that moment and I lost my balance and fell into the shallow water with the motor, with which I waded to the shore. We lay down on the sand and covered ourselves and motor with a canvas tarp we carried with us.

It was now raining hard and soon turned to hailstones, which thumped hard against the canvas. The storm soon subsided and the



Sun came out again, but the damage had been done. The Magneto under the flywheel head became wet, the motor would not start. I removed the flywheel and wiped and dried out the Magneto, but to no avail, the motor still would not start.

We launched the boat into a now smooth lake, got out our set of oars and started rowing back to our point of beginning at the mouth of the Provo River, about four miles to the north.

About midway we came to the "Old Provo Lake Resort" where the terminal of the Provo Municipal Airport is now located. The only building remaining of the resort was the open air pavillion which was falling into disrepair.

Continuing our rowing we soon reached the Provo River, our point of departure two days before. Our hands were a mass of blisters but we soon forgot them with our memories of a pleasant and unforgettable trip.

#### OLD PROVO LAKE RESORT

This was established in 1883 and was used until about 1907. It was built on the east shore of Utah Lake on a wide extension of Snail Island on a site where the present Provo Municipal Airport is now located.

At the height of its operation, it was a very large resort with many activities, popular and well patronized by the people of Provo and surrounding areas. It boasted a narrow gauge railroad (The Provo City Railway, which operated from 1893 to 1898). Artesian wells provided culinary water and for trees and



shrubs. There was a boat house, bath houses, ice house, hotel, restaurant, saloon, a pavillion and two large piers.

Here regattas and boat races were held with racing shells being imported from the east. It also had a cement dock where boats and barges were tied up which made trips across the lake hauling passengers, also carrying hay and grain, cedar posts and other commodities, principally from the Mosica area.

It was a popular place for family reunions and other groups especially the Black Hawk Indian War Veterans, where they held many annual encampments. The Utah and National Guards held many training camps here. At its highest peak of activity, it was one of the largest and best attended spots of recreational activity in the state.

#### OTHER RESORTS AND FISHING CAMPS ON UTAH LAKE

##### OLMANSON'S GROVE: ABOUT 1900

Consisted of a grove of Black Willow trees on the north side at the mouth of Provo River. Picnics, family reunions, etc. held here. Had boat landing where reputed steam power boat was based.

##### WALKER-CHESSMAN RESORT: 1870 TO EARLY 1900'S

Hotel, restaurant, boat rental. Located on East Provo Bay.

##### WOODBURY PARK RESORT: 1860 - 1888

Summer cottage, bath houses, dance pavillion and boat dock.





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